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REVIEWS DELAYS IN COMPLETION OF LAI-PIN--CHEN-NAN-KUAN RR

With the consideration of a possible planned relationship between the completion of the Lai-pin--Chen-nan-kuan Railway, Chinese Communist Participation in the Viet Minh revolution, and the Korean war, this report reviews data from Chinese mainland and Hong Kong newspapers on the progress of the Lai-pin--Chen-nan-kuan Railway line.

Completion of this line was first announced for February 1951. The succeeding dates announced included April, July, and September 1951, and finally January 1952. Recently, various excuses and reasons have been given for the delays.

Plans and Objectives for Lai-Chen Line

On 16 October 1950, the pro-CCP Hong Kong Ta Kung Pao reported that the Lai-pin--Nan-ning section of the Lai-pin--Chen-nan-kuan line would be completed by February 1951. On 26 October 1950, this estimate was repeated in the pro-CCP Hong Kong Wen-hui Pao. The pro-KMT Hong Kong Kung-shang Jih-pao of 20 November 1950 revealed that April 1951 was the estimated completion period for the whole Lai-pin--Chen-nan-kuan line. In a press conference on 29 December 1950, as reported in the 30 December 1950 issue of the Hong Kong Wen-hui Pao, the Minister of Railways, T'eng Tai-yuan, listed the completion of the whole line as an objective for 1951.

Plan Accomplishments

Trains began operating on the section between Liu-chau and Nan-ning on 25 February 1951, according to a report in the Hong Kong Ta Kung Pao of 2 March 1951.

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Delays in Plans

Completion of the whole of the Lai-pin--Chen-nan-kuan line was expected by July 1951, according to the pro-CCP Hong Kong Hsing-tao Jih-pao of 27 June 1951. The same paper reported on 26 July 1951 that the last section of the whole line had been completed and would be opened soon. However, the pro-KMT Hong Kong Kung-shang Jih-pao reported on 12 August 1951 that an employee of this line had stated that completion had been delayed and that the line probably would not be finished until the early part of September 1951.

On 29 August 1951, the Hsing-tao Jih-pao quoted a Canton dispatch which said that 100,000 workers were being recruited so that the line might be completed by 1 January 1952

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